

1. What are the specifics regarding the Reisterstown Plaza TOD Opportunity?

The Maryland Department of Transportation (MDOT) will be seeking responses to a Request for Expressions of Interest (RFEI) for the **Reisterstown Plaza**



Metro Station Phase 2 from experienced respondents interested in transforming surface parking lots and unimproved land into a dynamic mixed-use Transit-Oriented Development (TOD) project. The approximately 26-acre site is located at the highly visible intersection of Wabash Avenue and Patterson Avenue. The Station serves approximately 54,000 passengers monthly and provides a total of 670 parking spaces.

2. What is an RFEI?

A Request for Expressions of Interest provides general information about a project. Based on submissions received from qualified respondents, MDOT may proceed with a second phase of documentation and requirements or take no further action.

3. What makes this site so appealing for the TOD concept?

In 2009, the Reisterstown Plaza TOD Project was envisioned as a multi-phase project. In 2014, JBG Smith Properties, on behalf of the U.S. Administrator of General Services, completed Phase 1 with the development of an approximately 538,000 square foot Social Security Administration on 11.28 acres of MDOT MTA property. The facility is home to more than 2,000 employees. Within walking distance of the development site is more than 700,000 square feet of recently renovated retail space at the Reisterstown Plaza Shopping Center and the adjacent Seton Business Park is home to more than forty (40) for-profit and non-profit businesses including Comcast, American Red Cross and the Hearing and Speech Agency.

4. Has MDOT implemented this concept in similar areas within the region?

Yes. Three projects have been developed adjacent to three different modes of transportation – Metro, MARC and Light Rail. The multi-phased Metro Centre at the Owings Mills Metro Station (Baltimore County) is our signature project comprising a public library, community college facilities,

shared parking garages, multi-family residential units, office space, commercial/retail spaces and hotel. Annapolis Junction Town Center at the Savage MARC Station (Howard County) comprises office space, multi-family residential units, retail/commercial space, a 704-space commuter parking garage and proposed hotel. Symphony Center at the Cultural Center



Light Rail Station and State Center Metro Station (Baltimore City) is located in the heart of the cultural district adjacent to the Meyerhoff Symphony Center. The project comprises multi-family residential units, office space and a shared residential and office garage parking.

5. How can the public be involved in the process?

Prior to the issuance of the RFEI, MDOT will hold a public Informational Meeting to engage the community. Then, throughout the process, MDOT will communicate with the community and respond to questions or concerns.

6. Would persons submitting responses to the RFEI be required to coordinate with the public?

Potential respondents will be encouraged to meet with community leaders, residents and business owners prior to the submission of responses to MDOT. The successful respondent would be encouraged to continue this community coordination.



7. When will the RFEI be issued?

MDOT anticipates issuing the RFEI in mid-late 2019.

8. What criteria is used to evaluate the RFEI?

RFEI responses will be evaluated on the principles of TOD, development concept, development team experience with similar development projects and innovative financing approaches.

9. Given all of the steps in the process, when could we anticipate seeing development begin?

If all components of the project are expedited, construction could begin 3 - 4 years from the award of the project. TOD projects are much more complex in nature than a typical real estate development due to public, private and rail interest. Many TOD projects are developed in multiple phases over several years.

10. Who is responsible for the overall project and will the State retain ownership of the property?

The MDOT Office of Real Estate and Economic Development is the governing State office for Transit-Oriented Development in Maryland, in collaboration with the MDOT Maryland Transit Administration (MDOT MTA), MDOT Office of Planning and Capital Programming, other State departments and Baltimore City. MDOT will work closely with the business and residential community to ensure that a process and project meets the community's collective needs and desires. Regarding the ownership of the property, MDOT's preference is a long-term ground lease in lieu of fee simple disposition.

STAY CONNECTED

Direct your questions and comments to:

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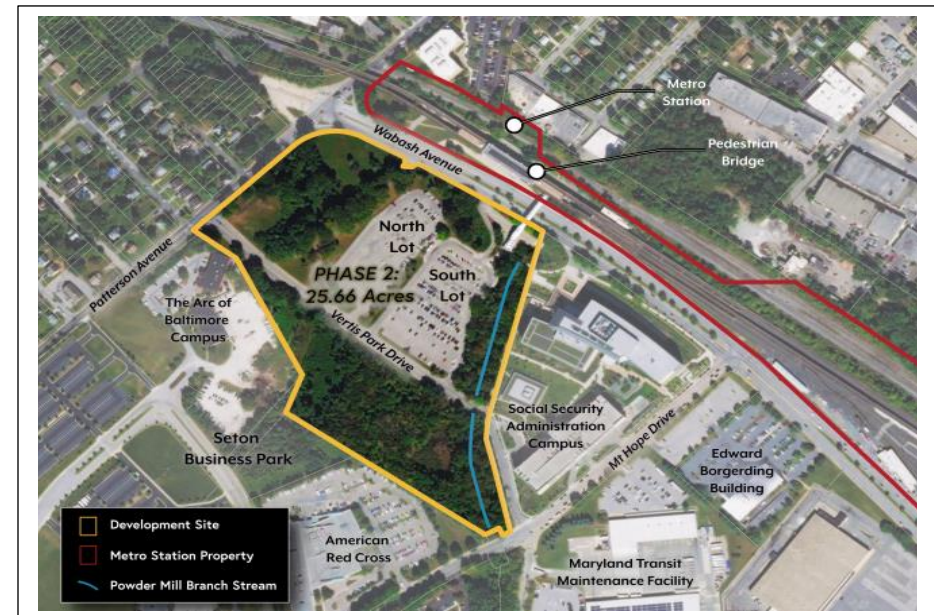
Check out project updates online at:
bit.ly/MDOT_ReisterstownPlazaStation



Transit-Oriented Development Opportunity



Transit-Oriented Development is defined as a dense, mixed-use deliberately-planned development within a half-mile of transit stations that is designed to promote economic development and to increase transit ridership. It can include residential, office, retail and/or other amenities integrated into a walkable pedestrian friendly neighborhood. TOD can be further defined as a mix of land-uses that is physically and functionally integrated with transit, encourages multi-modal access to the station area, reduces auto dependency, increases pedestrian and bicycle trips, fosters safer station areas, offers attractive public spaces, enhances public transportation ridership, encourages revitalization and smart growth patterns and promotes economic development.



Reisterstown
Plaza Metro
Station